

# C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
OF SAN MATEO COUNTY

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## **OneBayArea Grant (OBAG) Program Call for Projects**

**Fiscal Years 2012/2013 - 2015/2016  
Issued October 15, 2012**

The City/County Association Governments (C/CAG) of San Mateo County is pleased to announce a call for Transportation for Livable Communities (TLC) and Bicycle and Pedestrian Improvement projects under the Metropolitan Transportation Commission (MTC) OneBayArea Grant (OBAG) Program.

The TLC Program and Bicycle and Pedestrian Improvement Program are components of OBAG. For the Fiscal Year 2012/2013 - 2015/2016 cycle, there is a total of approximately \$11,000,000 of Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds available on a competitive basis under OBAG. The minimum grant amount is set at \$250,000. In a unique situation (e.g. non-infrastructure project) the C/CAG Board has the discretion to fund a \$100,000-\$250,000 project. The maximum amount that can be allocated per agency is \$1,000,000, for both the TLC Program and the Bicycle and Pedestrian Improvement Program combined. Project applicants are limited to Local Public Agencies (LPAs) such as cities/towns in San Mateo County, the County of San Mateo, the San Mateo County Transit District (SamTrans), the Peninsula Corridor Joint Powers Board (JPB) or the San Mateo County Transportation Authority (SMCTA). See <http://www.dot.ca.gov/dist4/ola/contact/sm.pdf> for listing of eligible local agencies.

For the OneBayArea Grant call for projects, there are two categories of eligible project types. These two categories types are Transportation for Livable Communities (TLC) Program and the Bicycle and Pedestrian Improvement Program. Project sponsors should not submit the same project to both programs. Project sponsors should review the program goals associated with each program and submit an application to the most suitable program for the particular project. Applications will be screened for duplication.

### **Transportation for Livable Communities (TLC) Program**

The TLC Program is a transportation funding program that aims to improve the built environment to promote alternative transportation as well as create inviting public spaces. The program is intended to fund capital projects that support community-based transportation projects that bring new vibrancy into downtown areas, commercial cores, high-density

neighborhoods and transit corridors, enhancing their amenities and ambiance while making them places where people want to live, work and visit.

The TLC Program uses federal transportation funds to financially assist local jurisdictions to construct projects that include amenities such as wider sidewalks, curb bulb outs, pedestrian scale street furniture, pedestrian scale street lighting, crosswalks, storm water management and other streetscape enhancements. The program helps to construct these amenities in an effort to revitalize public spaces and promote and enhance alternative transportation such that citizens will be more inclined to utilize alternative transportation as a result of the built environment being made safer and more attractive to use. These enhancements should encourage citizens to visit downtowns, retail corridors and transit corridors without the use of the single-occupant automobile.

There is approximately \$4,500,000 available through the TLC Program.

### **Bicycle and Pedestrian Improvement Program**

The Bicycle and Pedestrian Improvement Program support bicycle and pedestrian projects in San Mateo County. This program is designed to build upon and enhance the San Mateo County bicycle network and pedestrian environment to encourage the use of active transportation such as walking or bicycling. The goal of this program is to continue to build out bicycle and pedestrian improvements to better connect San Mateo County to local destinations and the multimodal transportation network. This program aims to improve air quality by reducing vehicle trips and projects must not be exclusively recreational in nature as they should be commute oriented as required for eligibility for federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds.

The Bicycle and Pedestrian Improvement Program may fund a wide variety of bicycle and pedestrian improvements such as Class I, II, and III bicycle facilities, bicycle education, outreach, bicycle sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.

There is approximately \$6,500,000 available through the Bicycle and Pedestrian Improvement Program.

### **Proximate Access to Priority Development Areas (PDA)**

The OBAG Program is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Subsequently, MTC requires that a minimum of 70% of all OBAG funds be invested in Priority Development Areas (PDAs). A project lying outside the limits of a PDA may count towards the minimum if it directly connects to or provides proximate access to a PDA. Please see the definition of "proximate access to a PDA".

The following definition of "proximate access to a PDA" for OBAG was approved by the C/CAG Board of Directors on September 13, 2012:

1. Project provides direct access to a PDA...example, a road, sidewalk, or bike lane that leads directly into a PDA; or
2. Project is within ½ mile of a PDA boundary. (Modified from C/CAG's existing Transit Oriented Development Program (TOD)); or
3. Project is located on a street that hosts a transit route, which directly leads to a PDA; or
4. Project is located within ½ mile of one or more stops for two or more public or shuttle bus lines, or within ½ mile of a rail station or regional transit station, that is connected to a PDA. (Modified from LEED.); or
5. Project provides a connection between a Transit Oriented Development (TOD), as defined by C/CAG, and a PDA. (A C/CAG TOD is defined as a permanent high-density residential housing with a minimum density of 40 units per net acre, located within one-third (1/3) of a mile from a Caltrain or BART station or on a frontage parcel of the El Camino Real/Mission Street in San Mateo County.); or
6. Project is a bicycle/ pedestrian facility that is included in an adopted bicycle/pedestrian plan within San Mateo County and is a part of a network that leads to a PDA.

### **Jurisdiction and Project Requirements**

Selected projects will be subject to federal, state, and regional delivery requirements as noted in MTC Resolution No. 3606. See [http://www.mtc.ca.gov/funding/delivery/MTC\\_Res\\_3606.pdf](http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf).

- Jurisdiction must be in compliance with the Regional Project Funding Delivery Policy requirements at the time of project application.
- Jurisdiction must comply with all FHWA and Caltrans Local Assistance and MTC project delivery and reporting requirements.
- Every recipient of funds will need to identify a single point of contact for the implementation of all FHWA administered funds within that jurisdiction. This person must have sufficient knowledge in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out.
- Jurisdiction must provide a minimum FHWA required local match of 11.47%.
- Jurisdiction must submit a complete package for funding obligation by January 1<sup>st</sup> of the year programmed. Example, a project programmed in FY 2014/15, must submit a complete package for obligation by January 1, 2015. The failure to meet these deadlines may result in the de-programming and redirection of grant funds to other projects.
- Jurisdiction is to submit a "resolution of local support" prior to programming. Template for the resolution is found at:  
[http://www.mtc.ca.gov/funding/STPCMAQ/STP\\_CMAQ\\_LocalSupportReso.doc](http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc)
- Jurisdiction is to input project information into the MTC Fund Management System (FMS) project application, prior to programming.

Please see the attached C/CAG OBAG Call for Projects Guidelines for eligibility, program goals, screening requirements, and scoring criteria. Adhere to the information stated in the scoring criteria in your application. Applications should be no more than 20 pages. For the Bicycle and Pedestrian Improvement Program, please submit **16 hard copies** (one reproducible) and 1 electronic copy. For the TLC Program, please submit **6 hard copies** (one reproducible)

and 1 electronic copy. Applications must be completed using the Microsoft Word project application form posted at [http://www.ccag.ca.gov/Call4prj\\_rfp.html](http://www.ccag.ca.gov/Call4prj_rfp.html).

Applications are due **December 14, 2012 by 5:00 p.m.**, attention Tom Madalena.

Tom Madalena  
C/CAG  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063

Additional information regarding regional OBAG requirements and policies can be found at: [http://www.mtc.ca.gov/funding/onebayarea/RES-4035\\_approved.pdf](http://www.mtc.ca.gov/funding/onebayarea/RES-4035_approved.pdf).

For any questions regarding the program or application process please contact Jean Higaki at 650-599-1462 or [jhigaki@smcgov.org](mailto:jhigaki@smcgov.org) or Tom Madalena, at 650-599-1460 or [tmadalena@smcgov.org](mailto:tmadalena@smcgov.org).